

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Jetstream Aircraft Limited: Docket No. 95—CE—27—AD.

Applicability: HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 airplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required within the next 6 calendar months after the effective date of this AD, unless already accomplished.

To prevent damage to the aileron control systems, accomplish the following:

(a) Inspect the mounting spigots for cracks using both visual and fluorescent dye penetrant methods in accordance with the *Accomplishment Instructions* section of Jetstream Service Bulletin (SB) 57-JA 921140, which incorporates the following pages and revision levels:

Pages	Revision level	Date
4, 5, 8, 9, 10, 12, 13 and 14.	Original Issue	February 24, 1993.
1, 2, 3, 6 7, and 11.	Revision 1	February 3, 1994.

(1) Prior to further flight, replace any cracked spigots with applicable parts specified in the Parts Table in paragraph 5 of the *Accomplishment Instructions* section of Jetstream SB 57-JA 921140.

(2) Prior to further flight, replace the securing nut assemblies and split pins with new special nut assemblies, (Part No. SL45022 (Qty. 2)), and new split pins (Part No. SP90—C8 and SP90—C6), in accordance with the *Accomplishment Instructions* section of Jetstream SB 57-JA 921140. This replacement is required regardless of the results of the inspection required in paragraph (a) of this AD.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B—1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request from Jetstream Aircraft Limited, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, telephone (44—292) 79888; facsimile (44—292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, D.C. 20041—6029; telephone (703) 406—1161; facsimile (703) 406—1469; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 18, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95—18184 Filed 7—24—95; 8:45 am]

BILLING CODE 4910—13—U

14 CFR Part 39

[Docket No. 95—CE—28—AD]

Airworthiness Directives; Piper Aircraft Corporation PA28 and PA32 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Advance notice of proposed rulemaking (ANPRM).

SUMMARY: The Federal Aviation Administration (FAA) recently became aware of two incidents in the Netherlands where corrosion on the wing spars of Piper Aircraft Corporation (Piper) PA28 series airplanes was so extensive that the wings were replaced. The corrosion, which was discovered in the wing tank area, caused the wing spar material to come off in flakes and strips (exfoliation). A review of the U.S. service difficulty history on Piper PA28 and PA32 series airplanes revealed several incidents where exfoliation corrosion was found on the wing spar in the wing tank area. The purpose of this advance notice is to seek comments from interested persons regarding the best action (if any) to take in order to correct any possible problems with exfoliation corrosion on the wing spar on Piper PA28 and PA32 series airplanes. All comments will be evaluated by the FAA and the FAA will research the situation to decide whether rulemaking is needed.

DATES: Comments must be received on or before October 20, 1995.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95—CE—28—AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2—160, College Park, Georgia 30337—2748; telephone (404) 305—7362; facsimile (404) 305—7348.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of any proposed rulemaking actions that may occur as a result of this ANPRM by submitting such written data or views as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before any proposed rulemaking is initiated.

All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the

substance of this document will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-28-AD." The postcard will be date stamped and returned to the commenter.

Availability of ANPRM's

Any person may obtain a copy of this ANPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-28-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA is currently reviewing two incidents in the Netherlands where corrosion on the wing spars of Piper Aircraft Corporation (Piper) PA28 series airplanes was so extensive that the wings were replaced. The corrosion, which was discovered in the wing tank area, caused the wing spar material to come off in flakes and strips (exfoliation).

A review of the U.S. service difficulty history on Piper PA28 and PA32 series airplanes revealed several incidents where exfoliation corrosion was found on the wing spar. The corrosion specified in these reports showed that the exfoliation corrosion also was in the wing tank area. In at least two instances, the exfoliation corrosion was found on the affected airplanes upon removal of the fuel tanks during a repair.

In order to adequately make a determination as to what type of action to take (if any) regarding possible exfoliation corrosion on Piper PA28 and PA32 series airplanes, the FAA is issuing this advance notice of proposed rulemaking (ANPRM) to provide an opportunity for the general public to participate in the decision whether to initiate rulemaking. Interested persons are encouraged to provide information that describes what they consider the best action (if any) to be taken to correct the possible problem. In this regard, the FAA is especially interested in comments and viewpoints on the following:

1. Have you removed or had the fuel tanks removed on one of the affected airplanes? If so, did you detect or was corrosion detected on the wing spar (upper cap, lower cap, or web) in the fuel tank bay?

2. Did you detect or has corrosion been detected on the main wing spar in the vicinity of the fuel tanks (inboard of

the fuel tank or outboard of the fuel tank)? If so, where was the corrosion and how much corrosion was found?

3. Did you repair or replace the wing or has the wing been repaired or replaced because of corrosion in the fuel tank area?

4. In your opinion, how accessible is the main wing spar in the vicinity of the fuel tank for inspection purposes? Would it be helpful to install additional access plates inboard and outboard of the fuel tank?

5. Please provide the following:

a. model, serial number, and total number of hours time-in-service of the airplane.

b. the present geographical location of your airplane and the known geographical history of the airplane.

Issued in Kansas City, Missouri, on July 17, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-18246 Filed 7-24-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-AAL-3]

Proposed Modification of Class E Airspace; Nome and Unalakleet, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend Class E2 and E5 airspace areas at Nome, and Unalakleet, Alaska. The intended effect of this proposal is to provide controlled airspace for aircraft executing the Standard Instrument Approach Procedure (SIAP) at the Nome and Unalakleet Airports. The area would be depicted on aeronautical charts.

DATES: Comments must be received on or before September 4, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, AAL-530, Federal Aviation Administration, Docket No. 95-AAL-3, 222 West 7th Avenue, #14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT:

Robert C. Durand, AAL-531, 222 West 7th Avenue #14, Anchorage, AK 99513-7587; telephone: (907) 271-5898.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-AAL-3." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, System Management Branch, AAL-530, 222 West 7th Avenue, #14, Anchorage, AK 99513-7587 or by calling (907) 271-5898. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the existing Class E airspace to provide additional controlled airspace for Instrument Flight Rules (IFR) procedures at the Nome and Unalakleet